Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-15. (Canceled)

16. (Currently Amended) A method for securing horizontally loaded cargo units on a vessel, comprising the steps of:

providing a plurality of cargo units defining a longitudinal driving direction;

arranging a first securing mechanism on a first longitudinally-extending vertical side of each of the cargo units;

arranging a first locking mechanism on the first side of each of the cargo units;

arranging a second securing mechanism on a second longitudinal-extending vertical side of each of the cargo units, the second securing mechanism being arranged to engage with the first securing mechanism on another one of the cargo units, the first and second longitudinal sides being on opposite sides of the cargo unit;

arranging a second locking mechanism on the second side of each of the cargo units, the second locking mechanism being arranged to engage with the first locking mechanism on another one of the cargo units to prevent vertical movement of engaged cargo units relative to one another; and

securing each of the cargo units to an adjacent one of the cargo units in a transverse direction perpendicular to the longitudinal direction by

positioning each of the cargo units alongside the adjacent one of the cargo units such that the first side of the cargo unit faces the second side of the adjacent one of the cargo units,

engaging the first securing mechanism on the cargo unit with the second securing mechanism on the adjacent one of the cargo units,

engaging the first locking mechanism on the cargo unit with the second locking mechanism on the adjacent one of the cargo units to thereby form an interlocking coupling between the cargo unit and the adjacent one of the cargo units; and

constructing the first and second securing mechanisms to enable the cargo units to slide along each other in the longitudinal direction until the first locking mechanism engages the second locking mechanism.

17. (Previously Presented) The method of claim 16, further comprising the steps of:

arranging a first securing mechanism on a vertical wall of the vessel;

arranging a first locking mechanism on the vertical wall of the vessel; and

securing one of the cargo units to the vertical wall of the vessel by

positioning the cargo unit alongside the vertical wall of the vessel such that the second longitudinal side of the cargo unit faces the vertical wall of the vessel, and

engaging the second securing mechanism on the cargo unit with the first securing mechanism on the vertical wall of the vessel.

18. (Previously Presented) The method of claim 17, further comprising the step of forming a mated assembly of a plurality of the cargo units and the vessel which is substantially continuous in strength.

19. (Previously Presented) The method of claim 17, wherein the step of securing one of the cargo units to the vertical wall of the vessel further comprises the steps of:

lifting the second securing mechanism on the cargo unit onto the first securing mechanism on the vertical wall of the vessel; and

engaging the second locking mechanism on the cargo unit with the first locking mechanism on the vertical wall of the vessel to thereby form an interlocking coupling between the

cargo unit and the vessel.

20. (Previously Presented) The method of claim 17, further comprising the steps of:

arranging a third locking mechanism on the second longitudinal side of each of the cargo units; and

arranging a fourth locking mechanism on the vertical wall of the vessel, the fourth locking mechanism being arranged to engage with the third locking mechanism on one of the cargo units to prevent relative longitudinal movement between the cargo unit and the vessel.

21. (Previously Presented) The method of claim 20, wherein the step of securing one of the cargo units to the vertical wall of the vessel further comprises the step of engaging the third locking mechanism on the cargo unit with the fourth locking mechanism on the vertical wall of the vessel to thereby form an interlocking coupling between the cargo unit and the vessel in which both relative vertical movement and longitudinal movement between the cargo unit and the vessel is prevented.

22. (Previously Presented) The method of claim 16, further comprising the step of arranging a cooperating locking mechanism on the first and second vertical sides of each of the cargo units to prevent longitudinal movement of engaged cargo units.

23. (Previously Presented) The method of claim 22, wherein the cooperating locking mechanism comprises first and second locking members, further comprising the steps of:

arranging the first locking member on the first securing mechanism, and

arranging the second locking member on the second securing mechanism.

24. (Previously Presented) The method of claim 16, wherein the step of securing each

of the cargo units to an adjacent one of the cargo units comprises the step of lifting the first securing mechanism on the cargo unit onto the second securing mechanism of the adjacent one of the cargo units.

25. (Previously Presented) The method of claim 16, further comprising the steps of:

arranging a third locking mechanism on the first longitudinal side of each of the cargo units; and

arranging a fourth locking mechanism on the second longitudinal side of each of the cargo units, the fourth locking mechanism being arranged to engage with the third locking mechanism on one of the cargo units to prevent relative longitudinal movement between the engaged cargo units.

26. (Previously Presented) The method of claim 25, wherein the step of securing each of the cargo units to an adjacent one of the cargo units further comprises the step of engaging the third locking mechanism on the cargo unit with the fourth locking mechanism on the adjacent one of the cargo units to thereby form an interlocking coupling between the engaged cargo units in which both relative vertical movement and longitudinal movement between the engaged cargo units is prevented.

27. (Canceled)

28. (Previously Presented) A method for securing horizontally loaded semitrailers which are attached to a trestle on a vessel, comprising the steps of:

providing a plurality of semitrailers defining a longitudinal, driving direction;

arranging a first securing mechanism on a first longitudinally-extending vertical side of each of the trestles;

arranging a first locking mechanism on the first side of each of the trestles;

arranging a second securing mechanism on a second longitudinal-extending vertical side of each of the trestles, the second securing mechanism being arranged to engage with the first securing mechanism on another one of the trestles, the first and second longitudinal sides being on opposite sides of the trestles;

arranging a second locking mechanism on the second side of each of the trestles, the second locking mechanism being arranged to engage with the first locking mechanism on another one of the trestles to prevent vertical movement of engaged trestles and therefore the semitrailers relative to one another; and

securing each of the trestles to an adjacent one of the trestles in a transverse direction perpendicular to the longitudinal direction by

positioning each of the trestles alongside the adjacent one of the trestles such that the first side of the trestles faces the second side of the adjacent one of the trestles,

engaging the first securing mechanism on the trestles with the second securing mechanism on the adjacent one of the trestles, and

engaging the first locking mechanism on the trestles with the second locking mechanism on the adjacent one of the trestles to thereby form an interlocking coupling between the trestles and the adjacent one of the trestles.

29. (Previously Presented) The method of claim 28, further comprising the steps of:

removably coupling a trestle to the semitrailers by attaching a kingpin of the semitrailer to the trestle;

arranging a first securing mechanism on a first vertical wall of the trestle;

arranging a second securing mechanism on a second vertical wall of the trestle;

positioning each of the semitrailers alongside an adjacent one of the semitrailers such that the second vertical wall of the trestle of each semitrailer faces the first vertical wall of the trestle of the adjacent one of the semitrailers; and

securing each of the semitrailers to the adjacent one of the semitrailers by engaging the first securing mechanism on the trestle of the semitrailer with the second securing mechanism on the trestle of the adjacent one of the semitrailers to thereby secure the trestles to one another.

30. (Currently Amended) In a horizontally loaded semitrailer attached to a trestle, the trestle extending in a longitudinal direction and having at least two longitudinally-extending vertical sides opposite and parallel to one another, a device for securing the trestle and therefore the semitrailer to other trestle and therefore the semitrailer or to a vessel comprising:

a first securing mechanism arranged on a first one of the longitudinally-extending vertical sides;

a first locking mechanism arranged on said first side;

a second securing mechanism arranged on a second one of said longitudinal-extending vertical sides, said second securing mechanism having a form engageable with said first securing mechanism; and

a second locking mechanism arranged on said second side, said second locking mechanism having a form engageable with said first locking mechanism and such that relative vertical movement between engaged ones of said first and second locking mechanisms is prevented,

said first and second securing mechanisms and said first and second locking mechanisms being structured and arranged to enable the cargo unit to be secured to an adjacent cargo unit in a transverse direction perpendicular to the longitudinal direction by positioning the trestle alongside the adjacent trestle such that said first side of the trestle faces the second side of the adjacent trestle, engaging said first securing mechanism on the trestle with the second securing mechanism on the adjacent trestle, and engaging said first locking mechanism on the trestle with the second locking mechanism on the adjacent trestle to thereby prevent relative vertical movement between the ~~tresses~~ trestles and therefore the cargo units.

31. (Previously Presented) The device of claim 30, further comprising

a third locking mechanism arranged on said first side; and

a fourth locking mechanism arranged on said second side, said fourth locking mechanism having a form engageable with said third locking mechanism and such that relative longitudinal movement between engaged third and fourth locking mechanisms is prevented,

said third and fourth locking mechanisms being structured and arranged such that when the cargo unit is secured to the adjacent cargo units, said third locking mechanism on the cargo unit engages with the fourth locking mechanism on the adjacent cargo unit to thereby prevent relative longitudinal movement between the cargo units.

32. (Previously Presented) The device of claim 31, wherein said third locking mechanism is formed on said first securing mechanism and said fourth locking mechanism is formed on said second securing mechanism.

33. (Canceled)

34. (Previously Presented) The device of claim 30, wherein said semitrailer includes a kingpin, further comprising a trestle for supporting said semitrailer and including attachment means for attach said trestle to said kingpin.

35. (Previously Presented) The device of claim 30, wherein said first locking mechanism is arranged in connection with said first securing mechanism and said second locking mechanism is arranged in connection with said second securing mechanism.